

Comments

“Shipping Batteries Safely By Air: What You Need To Know”

July 8, 2008

Name: Andrew Tipton

Organization: Mobile Power Solutions

Comments: This is a very good document and appreciated. A few minor comments:

pp. 10-11, consider adding formula for determining ELC: $ELC (g) = \text{rated cap (Ah)} \times 0.3$

p. 14: consider adding "medium" in between "(rechargeable)" and "lithium". Although "Medium" is in the title to this paragraph, the addition may clarify matters.

p. 17: same only with "large"

Name: Les Adolph

Organization: American Airlines, Inc.

Comments: First off I want to compliment you on what appears to be a very good informational source. I did notice a couple of things, on what I looked at the page numbers for the even pages did not appear? Also on what should be page 8, I'm not sure what you intended with the statement (or designed) "They have the potential to generate a significant amount of heat or catch fire if damaged or improperly packaged, cared for, or designed than do other batteries." If the intent was to address quality control during production then I believe it should be reworded? I believe that many of the failures were designed to look like other batteries?

Thanks for the ability to review,
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Name: Mike Chambers

Organization: FedEx Dangerous Goods Admin

Comments: I did not see any information on defective, damaged or recalled batteries being forbidden on aircraft.
This is an IATA and I think an ICAO special provision.

Good brochure and it is good you linked the lithium content to watt hours since ICAO/IATA will change the lithium ion content from grams to watt hours next year.

Name: T. J. Leech

Organization: FedEx Express

Comments: Thanks for the opportunity to review. The brochure looks really nice. I have one suggestion. At the end of the document add a table outlining/summarizing the requirements for each type of battery . I could send you an example if you would like one. Thanks,